

Santa Fe New Mexican

THE NEW MEXICAN PRINTING CO.

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WEDNESDAY, DECEMBER 7.

The attitude of the Republican party of New Mexico has always been consistent on the question of the admission of the territory as a state. We favored the admission of the territory when the Democratic party was united in their opposition against it. We still favor its admission, believing that there is no good and substantial reason for keeping us out of the Union as a state and believe that this can best be accomplished by the election of a delegate to congress who is in harmony with Republican politics and principles.—Republican Platform, New Mexico, 1898.

Colonel Bryan, of Nebraska, has of late entertained somewhat pessimistic views of life generally. His state went Republican at the last election and W. Jennings Bryan is not so much of a presidential possibility as he was a few months ago.

The sending of an ultimatum to the Chinese foreign office by France naturally raises the question, what does a French ultimatum amount to? There are so many powers mixed up in the Chinese matter that any attempt made by one to enforce a demand will result in precipitating the trouble which has so long been hanging fire, and it is doubtful if France will be willing to take the risk of leading off.

Governor Tanner, of Illinois, has no occasion to worry over the indictments which have been found against him by the grand jury of Macoupin county. If, at the trial, he is convicted, he can pardon himself and that will be the end of the matter, so far as he is concerned, although the people of the state who desire to have life and property protected may take a whack at him the next time he looks up for office.

The question which is of considerable importance to Santa Fe at present is, what has become of the Santa Fe board of trade? The merchants and property owners of the city can do much to increase the population and business if they will only work together for the common good. The establishment of a sugar beet factory here is of the utmost importance and it can be accomplished if the citizens will take hold of the matter and push it.

The revival of the grade of admiral in the navy and rewarding Admiral Dewey for his services at Manila by making him a full admiral by congress will be one of the most popular acts congress can possibly do at the present session. The American people are willing that the hero of Manila bay should have most anything he does not ask for at their hands, and if he does not ask for what he wants it will be given to him any way, if he will just intimate what it is.

Those savings banks in New York that are complaining of a scarcity of safe investments and are reducing the rate of interest paid on deposits in consequence, could turn their attention to New Mexico with profit. The mines and the sheep and cattle industries of this territory offer exceptional inducements to capital and the risks attached to judicious investments are almost nil. Statehood for New Mexico will result in attracting idle money to the territory and in developing the natural resources so abundantly.

Americans are pretty well thought of in Spain, despite the outcome of the little war recently closed, and it is all a result of the treatment accorded the Spanish prisoners taken in the war and brought to the United States. An Englishman, who has visited the Iberian peninsula since the war, writes to a London paper as follows: "A resident told me that if an American army marched into the country it would be received with open arms, as many Spaniards had said to him that it would be better to have a good government by America than to suffer as we do. The soldiers who have come home have given favorable accounts of the Americans, for whom they seem to have a real liking."

According to the opinion of various Cuban leaders, the inevitable outcome of the freeing of Cuba from Spanish rule is annexation to the United States. The Cubans, however, having fought so long and suffered so much, desire to have a Cuban republic, "if it lasts but one day," and then they will be more than anxious to become a part of the United States. The protection afforded by becoming a territory of the great republic is the main incentive for desiring annexation, and the next consideration which will influence the Cubans is the knowledge that under the rule of this country there will be safety to life and property, and a wonderful development of the resources of the island.

It is in the political air that ex-Auditor Demetrio Perez, of Socorro county, and Hon. W. G. Sargent, collector of Rio Arriba county, are candidates for appointment to the office of auditor of the territory. Both are good men, and they hail from counties which did well for the Republican ticket at the

last election. And there are other candidates. The New Mexican is of the opinion that whoever is selected by Governor Otero for this important position will be the right sort of a man and competent to perform the duties of the office in a careful and creditable manner.

The American Locomotive.

The inhabited earth must come to the United States for its locomotives. Not a year passes but what this is made more evident. Until within the last few years, the English, French and German builders largely controlled the world's market outside of the United States, but of late years there has been a different tale to tell.

When the Canadian railways were first built, nothing would suit but the genuine John Bull article, and to John Bull the Canadians went. But it was not long before they found out that the same topographical peculiarities existed north of the St. Lawrence river and the great lakes as south of them, and these peculiarities called for a system of railroad building that the English built engines would not economically conform to. On the uniformly straight lines, and the solidly built roadbeds of the old country, the rigid framed English locomotives would run to a nicety. But on this side of the water, mechanisms essentially different in detail were called for. So after costly and disastrous experiments, the Canadians found themselves obliged to send to the city of Manchester, N. H., for locomotives, and then there was no trouble. The Canadian roads buy of the Manchester locomotive works to this day. The Pennsylvania road gave English built engines exhaustive tests and found that they were inferior to those built in this country. They were not adapted to the requirements of the work and were not economical.

And not only in this country, but in Asiatic, African, South American and other countries has it been proven that the American locomotives will do the work and stand more wear and tear, better than the locomotives of any foreign make. There seems to be a knack of adaptation to peculiar requirements in the American mechanic, and a practical intelligence in industrial or mechanical processes that the foreign mechanic does not possess. This, foreign railroads all over the world have within the last few years been finding out, and purchases from foreign sources are steadily increasing. This with the remarkably rapid growth of the home market, has given American locomotive builders all the work they can attend to. The Baldwins are, of course, the oldest and best known, but they are closely followed by the Brooks people at Dunkirk, N. Y., the Providence, R. I., locomotive works, the Schenectady works, the Dixon, the Richmond, the Pittsburg, the Danforth, Cooke & Co., at Paterson, N. J., the factories at Taunton, Mass., and other works, to say nothing of the increasing amount of building being done by the larger roads themselves. The Pennsylvania road is now building its own engines almost entirely, and so is the New York Central, and the New York, New Haven & Hartford road is following suit. And yet, with these three great companies practically independent of the locomotive market, the manufacturers are being pushed to their utmost to supply the demand. The Chinese government has ordered 82 engines from the works at Philadelphia, Egypt has called for another consignment from the same company, Russia has ordered a ship load of American made machines, and more are going to Japan. Russia bought her first consignment back in the 'seventies, and South America has long been a steady purchaser, and so has Mexico. The whistle of the American locomotive is now heard all over the world, even in Palestine, and is a most important factor in the Americanization of other people, exerting an influence that is being felt more and more as the years go on.

The Price Is Too Much to Pay.

The friendliness of Great Britain toward the United States has been harped upon recently so persistently that the impression has become quite general in this country that that government has taken upon itself the task of defending the Americans out of pure disinterestedness and a desire to prevent the English speaking nations from becoming entangled in serious difficulties with others. So much has been heard of the part that the fear of the English navy played in the war with Spain in preventing other European nations intervening that quite a sentiment has been created in the United States in favor of an alliance of some kind with the mistress of the seas, but the frankness of the London papers in recent issues dispels all of these dreams. The motive for preventing European interference, after all, appears to have been the hope of gaining something when the war was closed and peace restored. In speaking of this matter, the London Saturday Review says:

"Let us be frank and say outright that we expect mutual gain in material interests of this rapprochement. The American commissioners at Paris are making their bargain, whether they realize it or not, under the protecting naval strength of England, and we shall expect a material quid pro quo for this assistance. We expect the United States to deal generously with Canada in the matter of tariffs, and we expect to be remembered when the United States comes into possession of the Philippines, and above all we expect her assistance on the day which is quickly approaching when China comes up for settlement, for the young imperialist has entered upon a path where it will require a strong friend and a lasting friendship between the two nations, secured not by frothy sentimentality on public platforms, but by reciprocal advantages in solid, material interests."

In plainer terms than are used by the Review, unless the United States makes much desired concessions of coaling stations and trading rights in the Philippines and expresses a willingness to help divide China to the advantage of Great Britain, when the time for making that division comes, John Bull will attempt to exact pay for the part he thinks he took in the war between this country and Spain voluntarily, in some other way.

The Pall Mall Gazette says: "Let the United States acquire the Sulus if she

wants them, but let us have an 'open door' there for our trade. The Sulus are the connecting link between north Borneo and the Philippines, and we have as much interest in these islands as the Americans will have. An equality of treatment will promote trade not only between Borneo and Sulu, but between Borneo and the Philippines."

Certainly. Let the Americans bear the expense, the loss of life of the war which freed the islands in the Pacific ocean from Spanish rule, and then, when peace is formally declared, Great Britain will step in and reap the benefits. A queer kind of friendship, that. So far as the United States aiding in the division of the Chinese empire for the glory and gain of England—well, the Americans have not lost any Chinese friends lately, and what is more, they are not going to send war ships and soldiers to the novery kingdom to look for what is not wanted. So far as trade privileges in the Philippines and Sulu are concerned, the open door proposition is a humbug. Very prettily devised, but calculated to cheat American producers out of the fruits of a victory for which they paid the bills.

The fact of the matter is, the United States is able to care for herself, does not stand in need of any European friends, and, moreover, the people will never consent to entering into an understanding with Great Britain or any other nation which will draw the country into wars and other troubles not of their own making. The English papers were a little premature with their brutal frankness, that is if the English people are sincere in their expressed desire for an alliance with the United States. The price demanded is too much to pay for the benefits to be derived.

PRESS COMMENTS.

COUNTY DIVISION.
(Socorro Chieftain.)

There seems to be a unanimous disposition throughout the territory toward the division of the extremely large counties. This is right and proper. Take our own county, for instance, reaching two-thirds of the distance across the territory from east to west with settlements along the extreme western border, and along the Rio Grande and adjacent mountains, with a strip of country 80 miles wide with only here and there a ranch between the settled portion of the county. The people of the western part of the county have long been anxious for division and have made one or two faint, but ineffectual efforts toward that end, while the people of the eastern side have strenuously opposed the division. When we come to look at this matter in an unbiased, logical manner, it will be seen that smaller counties are far preferable to such extremely large ones; the expense of government is greatly reduced in various ways, taxes are easier to collect and more cheerfully paid and the tax payers receive more direct benefits from them.

In extremely large counties, like Socorro, Bernalillo, Grant and Lincoln, the court expenses are something prodigious, in these counties, especially in Socorro and Bernalillo, while the convenience to people who have to attend court and county affairs at the county seat is distressing.

The people living in the proposed new counties are anxious for division, which would redound to the benefit of the parent counties.

BERNALILLO COUNTY'S LOSS.

(Albuquerque Citizen.)
The territory has lost its case in the United States supreme court against the United States Trust Company and the receiver of the Atlantic & Pacific railway. The case involved the right of the territorial authorities to tax improvements of the railroad company on its right of way without taxing the right of way itself. The decision did not sustain this contention, but affirmed the decision of the territorial supreme court adverse to taxation of the concession.

NEW MEXICO MINES.

Assessment work is the order of the day in the mining districts this time of year.

Work on the T. S. K. mine near Bland has been resumed, and a fine lead of 39 feet is encouraging the development. A fortune is promised the parties who will put up a large custom mill at Bland. The mine owners of Cochiti promise to furnish 500 tons of ore daily. Moreover, the erection of such a mill will be the means of opening up many mines now idle because their ore is not rich enough to bear the wagon and railroad freight and smelter charges, but would pay handsomely if milled in camp.

Development work on the Victor group of mines has brought to light a fine body of ore.

C. C. Clark, of Kelly, has been made superintendent of the Lone Star mine in the Cochiti district.

The Cochiti Gold Mining Company has given up its idea of buying the Mercury mine in Utah, as too much money was asked for the property. General Manager I. L. Merrill is now looking over copper properties in the southern part of the territory, which, in the expectation, will be bought by the Cochiti company.

The cyanide machinery for the Rosedale mill is in transit to San Marcial. John Wickware, of White Oaks, has secured a position with the Cochiti Gold Mining Company.

The Copper Hill Mining Company, of Taos, continues steadily at work and is doing well.

C. B. Rogers is the new superintendent of the Bennett-Stephenson mine in the Organ mountains.

The Rosedale mill near San Marcial has just turned out a 7 1/2-pound gold brick.

Work on the Indiana lode near Elizabethton has been renewed by the Sherer Brothers.

The output of the Hillsboro gold mines for the week ending Thursday, December 1: Weeks, 35 tons; K. K., 30; Richmond, 55; Snake group, 89; Op-

portunity, 39; Sherman, 55; Cincinnati, 25; Trippie, 85; Rex (silver-lead), 15; total, 360. Total output since January 1, 1898, 9,150 tons.

It is claimed that \$100,000 was offered and refused for the Richmond mine a few days since.

There are over 500 miners employed in the Hillsboro district.

The principal owner of the Mastodon mine was a poor printer in Silver City eight years ago.

Ore thieves are operating in the district.

COLORS AND FABRICS.

Materials and Tints Which Obtain the Fashionable Preference.
Bordeaux red, Spanish tobacco, French blue, emerald green and lavender blue are among the season's colors. Some of the deep, wintry reds are particularly attractive when made into costumes where black also appears.

Among fancy weaves in woolen goods white spots embroidered in silk on medium or dark grounds of the fashionable tones are a novelty. There are also brocade stripes, in which several colors appear, and there are a vast number of plaids. In silks the plaids are really beautiful, there are such harmonious and well balanced combinations of colors shown. Stripes, both crosswise and lengthwise, are well represented among silks in evening as well as day shades, and a broken surface now seems to be preferred to a plain one, as plain silks have been worn for some time.

It is not possible to speak of velvets without referring to plaids again, as plaid velvets are much in evidence for winter bodices and millinery purposes.

Chenille embroidery appears on many new gowns, and mossy effects are also produced by the addition of fibers of ostrich plumage and bits of fur to embroidered designs. The tiny ruches of mousseline de sole used during the summer continue in favor and are combined with other decorations to form elaborate trimming.

Galloons and embroideries in which the separate fronds of ostrich plumage are interwoven are among the new importations and serve to decorate some very elegant gowns and wraps.

Long again worn by little girls, and the picture shows one of the new patterns. The cape is gathered to a round yoke and has a double berth of embroidered ruffles. A flaring collar protects the neck. This cape may be made of plain or plaid cloth.

FASHIONS IN ORNAMENTS.

Buckles, Buttons and Other Jeweled Adornments.

Belts of all sorts of decorative designs are still in fashionable demand. Those made of velvet are embroidered in a fine pattern or have applique motifs of lace secured by a line of wadded braiding. Plain satin or heavy faille belts are seen, but these are enriched by elaborate clasps and slides. A novelty is the "chateleine" belt, which does not in this case imply a mass of dangling, chinking ornaments suspended at the side, but merely a waist-band composed of fine gold, silver or steel chains which are connected at intervals by jeweled crosses.

Buckles, buttons and other metal and bejeweled ornaments have taken a new lease of life from the revival of the fashion of trimming bodices, skirts and even wraps with little tabs and straps. The buttons and buckles employed to fasten these straps are small by preference, but of fine quality, and will enrich a gown which would otherwise have a plain aspect.

A great diversity is seen in the season's millinery, some being quite stiff and se-

vere in trimming, while some is covered with complicated decoration. Many of the felt alpine hats are almost as plainly finished as a man's hat, but choux, stiff feathers and even drapery are also used. The cut shows a tailor made gown of noisette cloth. The skirt, which is irregularly cut around the foot, shows a lower skirt of dull red taffeta, which also appears as a panel at the side, the cloth portion being secured at the top by large ornamental buttons. The close plain bodice of cloth has a short basque and buttons over at the right side. There is absolutely no trimming, except the finish of rows of silk stitching.

JUDIC CHOLLET.

He Knew Her.
Teacher—Bobby, if your mother gave your sister six apples to divide equally with you, how many would you get?
Bobby—None.
Teacher—Why, Bobby, you'd get three apples.
Bobby—You don't know my sister!—Chicago Record.

TAILOR MADE GOWN.
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SOCIETIES.

Montezuma Lodge No. 1, A. F. & A. M. Regular communication first Monday in each month at Masonic Hall at 7:30 p. m. F. S. DAVIS, W. M.

Santa Fe Chapter No. 1, R. A. M. Regular convocation second Monday in each month at Masonic Hall at 7:30 p. m. JAMES B. BRADY, H. P.

Santa Fe Commandery No. 1, K. T. Regular convocation fourth Monday in each month at Masonic Hall at 7:30 p. m. J. R. BRADY, E. C.

ADDITION WALKER, Recorder.

I. O. O. F.

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No. 2, I. O. O. F. meets every Thursday evening at Odd Fellows hall. Visiting brothers always welcome. SHIRLEY LEWIS, N. G.

H. W. STEVENS, Recording Secretary.

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A. F. EASLEY, Scribe.

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HATTIE WAGNER, Secretary.

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W. H. WOODWARD, Secretary.

K. O. F. P.

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LEE MUEHLBACH, K. of R. and S.

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ATTORNEYS AT LAW.

MAX. FROST, Attorney at Law, Santa Fe, New Mexico.

ICHAS. A. SPIESS, District Attorney for the First Judicial District. Practices in all the courts of the Territory. Office—Griffin Block, Santa Fe, N. M.

GRO. W. KNABE, Office in Griffin Block. Collections and searching titles a specialty.

EDWARD L. BARTLETT, Lawyer, Santa Fe, New Mexico. Office in Castro Block.

CHAS. F. EASLEY, (Late Surveyor General.) Attorney at Law, Santa Fe, N. M. Land and mining business a specialty.

E. A. FISKE, Attorney and Counselor at Law, P. O. Box 42, Santa Fe, New Mexico. Practices in Supreme and all District Courts of New Mexico.

T. F. CONWAY, CONWAY & HAWKINS, Attorneys and Counselors at Law, Silver City, New Mexico. Prompt attention given to all business entrusted to our care.

A. B. REHEAN, Attorney at Law, Practices in all Territorial Courts, Commissioner Court of Claims, Collections and title searching. Rooms and Spiegelberg Block.

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